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TO ARRIVE.
Aug. 1th. The English mail, per s.s. NORA.
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Aug. 1st. Europe via Siberia, at 5 p.m., per s.s. ARROS.
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Aug. 3rd. Europe via Siberia, at 3 p.m., per s.s. SINKIANG.
Aug. 4th. Europe via Siberia, at 4 p.m., per s.s. NORA.
Aug. 8th. Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada, at 3 p.m., per s.s. KAMAKURA MARU.
Aug. 9th. Europe via Siberia, at 10.30 a.m., per s.s. EMPRESS OF ASIA.
Aug. 9th. Shanghai, North China, Japan via Nagasaki, Victoria, Vancouver, United States, South America, and United Kingdom via Canada, at 10.30 a.m., per s.s. EMPRESS OF ASIA.
Aug. 11th. Straits, Barmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NOKA.
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10.00 " 11.00 " " 15 "
11.30 " 12.45 p.m. " 15 "
12.45 p.m. to 1.15 " " 10 "
1.15 " 1.45 " " 15 "
1.45 " 2.15 " " 10 "
2.15 " 5.00 " " 15 "
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Hongkong, 10th July, 1915. 77

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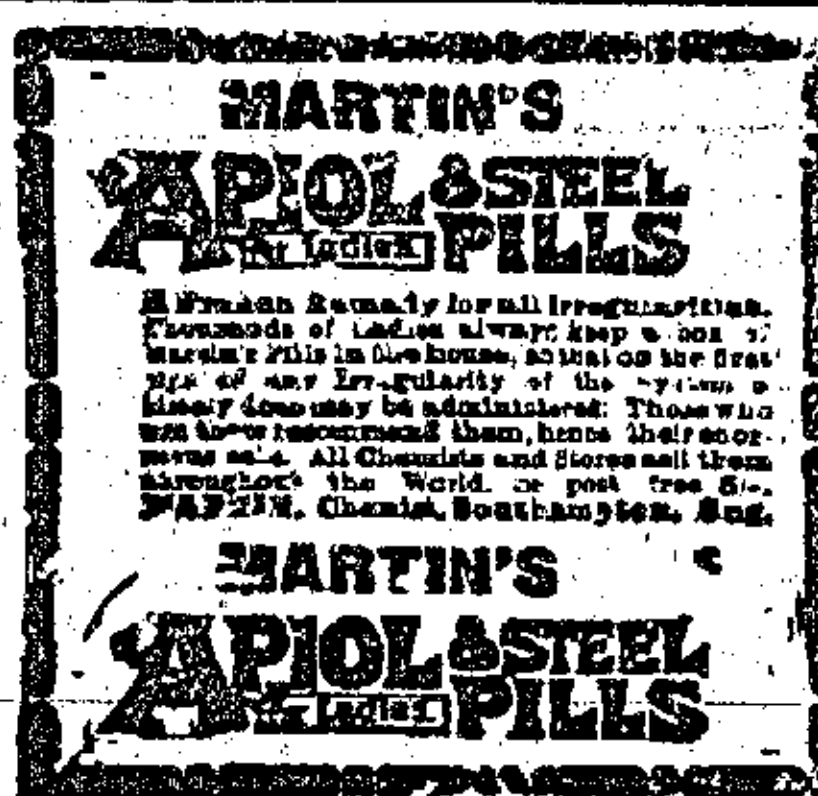
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AMERICAN SYMPATHY WITH THE ALLIES.

STRONG DENUNCIATION OF TEUTONIC METHODS.

STATEMENT ISSUED BY DR. MORTON PRINCE.

Dr. Morton Prince, who, recently visited Japan as the representative of 500 prominent Americans, including many professors of Yale, Stanford, Princeton and other Universities, to express sympathy with Japan, as one of the *Entente* Powers, in the struggle against the Teutonic Powers, has caused to be published the following statement, which bears the names of five hundred men prominent in all walks of life in America:

TO THE PEOPLE OF THE ALLIED NATIONS:

We, the undersigned citizens of the United States of America, send to you, the people of the nations of the Triple *Entente* and your Allies, this message:—Our judgment supports your cause, and our sympathies and our hopes are with you in this struggle. In saying this we are confident that we are expressing the convictions and feelings of the overwhelming majority of Americans.

Since the beginning of the present terrible world-conflict there have not been lacking in America individual expressions of ardent sympathy with the cause of Great Britain, France, and their Allies, and horror and detestation of the methods employed by the Teutonic confederates in the conduct of the war.

Patriotic Americans, however, while individually in public and in private expressing their views which have also found voice abundantly in the daily press in all parts of the country, have hitherto hesitated to unite in any more formal statement, at first because they looked to the Government to speak, and later for fear of embarrassing the Government in the difficult negotiations growing out of German offensives, and in its endeavour to maintain that official neutrality which it has felt impelled to uphold, in the hope that, through neutrality it could best support the tottering pillars of international law, and aid in preserving the use the President's phrase—"the foundations upon which peace can be rebuilt."

The time has come, however, if indeed it has not long since passed, when Americans owe it to themselves to express more publicly and more formally their sympathies and their judgment. Even as we have always held ourselves as a nation free to express openly our sympathies with peoples struggling for their liberties, so now we have the duty of at least making clear our solidarity of sentiment with those who are struggling to preserve the liberties of the world and the highest ideals of civilization.

In the face of the great moral questions involved, the right solution of which is vital to the whole future course of civilization, the American conscience cannot remain silent. It cannot run the risk of appearing to be neutral-minded without injury to its own integrity and self-respect. For this reason it seems fitting and needful that American public opinion should receive some more collective expression.

The main facts in the controversy have long been before us. The case of the Teutonic allies, especially, has not lacked fullness of statement. The ablest German publicists and professors have presented the Austro-German contentions with great eloquence. Numerous German documents have been widely circulated, and an active, and sometimes insidious, German propaganda has been actively carried on in the United States.

The American judgment has been deliberately formed, and it is based very largely on a study of German documents and of German statements as to the points at issue.

The signers of this document are not unmindful of the great contributions which Germany has in the past made to the common treasure of modern civilization; all of us acknowledge our debt to Germany; many of us have had the advantage of German education; some of us are of German blood. But the welfare of that civilization for which Germany has done so much, the highest interest of Germany herself, demand that in this conflict Germany and Austria shall be defeated. We confidently and hopefully look forward to that result.

The invasion of Belgium we regard as a crime which can never be justified. It will remain a blot upon the history of Europe. The conscience of the American people cries out and protests against outrages upon civilization committed by your enemies, and against their methods of warfare that break the international laws of nations and the moral laws of humanity.

The sanctity of treaties, the rights of small nations, the question as to whether militarism shall dominate civilization, are all involved in the final decision.

A peace which does not restore Belgium to the Belgian people and to their own Government, which does not give them such indemnity as will allow them, so far as possible, to reconstruct their wasted cities and villages and restore again their ruined prosperity, a peace which does not recognize the rights of the smaller nationalities of Europe, a peace which does not offer some guaranty that such a calamity as the present war shall not recur, a peace which does not insure that things would be a disaster and not a blessing.

It is because we believe that the success of Great Britain, France, Italy, Japan and Russia will mean the restoration of Belgium and of Serbia, and the suppression of militarism, that we ardently hope for that consummation. In that hope we believe the future of civilization to be involved.

"I want to sweep the cobwebs from my brain."

"Why not use a vacuum cleaner?"

RUBBER IN MALAYA.

SOME PROBLEMS REQUIRING ATTENTION

ECONOMY IN PRODUCTION.

Mr. E. S. Hovey, acting Director of Agriculture, F.M.S., in his report for the year 1915, says:

Producers of plantation rubber have had little cause to complain of the position of the industry during the year 1915. For the first 10 months of the year the price of first quality plantation rubber fluctuated between 2s. 1½d. and 2s. 6d. Then came a sharp rise in values, and by the end of the year the highest qualities were fetching as much as 3s. 10½d. per pound. On the other hand, notwithstanding high freights and the increased cost of acetic acid and other necessities, there has been progressive economy in production, so that the majority of the better managed estates are able to produce their rubber at a cost of a shilling a pound or less. The causes to which the increased price of this commodity are generally attributed are the great demand for rubber for war purposes, and more particularly the enormous increased purchases by the United States.

Among the more important problems of the rubber industry in this country that call for immediate attention are:

(a.) The combating of fungus pests on older estates, especially *Ustilina zonata* and *Persea* sp. Some account of these fungi is given in a later paragraph of this report.

(b.) The consideration of methods of cultivation, in view of the almost prohibitive price of acetic acid. The possibility of the local production of acetic acid is under consideration.

(c.) The adoption of such methods of treating rubber, as will result in a uniform rate of vulcanisation, or, in other words, in the standardisation of plantation rubber that has for so long been aimed at. The work of the Agricultural Chemist in this connection has been of the greatest importance and is referred to in detail below.

There is abundant evidence that the importance of wide planting and systematic thinning out is being more and more widely recognised as an essential factor in the general health of trees, and more particularly in the good renewal of bark. The attention of planters is invited in this connection to the importance of thoroughness of methods in thinning out, so as not to leave sources of infection in the neighbourhood of the trees that are left.

SYSTEMS OF TAPPING.

With regard to tapping, it is still an open question as to which of the many systems in vogue may be said most effectively to attain the object of all tapping, which is to combine the maximum yield with the minimum cost of production and the minimum injury to the tree. A conclusive reply to this question cannot be expected without considerable further experiments, and closer investigation into the physiology of the Para rubber tree. It is possible that no single system will lend itself to all the varying conditions on different estates. General agreement seems to have been reached as to the advisability of providing for an ample period for bark renewal, and the reckless methods of a few years ago are nowhere to be seen except on small native holdings.

The systems of tapping in commonest use now are:—(i.) One cut on a quarter; (ii.) two cuts superimposed on a quarter; (iii.) a "V" over half the tree; and (iv.) one cut on a third.

Of these the last-named is receiving a good deal of support. The cut is generally made to the left of the vertical channel, as the theory has been maintained that more latex is procurable from a cut to the left of the channel than from one to the right. The results of experiments, however, are so far not very conclusive on this point. The agriculturist remarks that this system has much to be said for it, as it appears to strike a happy medium between one and two cuts on a single quarter as regards bark removal, and while it has an obvious advantage over the single cut on a quarter in point of length, it also has an advantage over two cuts in saving of labour and in obviating the possible objection to having two cuts one above the other. The single cut on a quarter is used on some of the older properties on which trees have suffered through bad or severe tapping in earlier days, and consequently require light treatment to give them a chance of satisfactory bark renewal. The question of daily, as opposed to alternate day, tapping is still much discussed, but there appears to be a tendency to favour daily tapping, except on young estates on which economy in labour is of the first importance. Departmental experiments continue to show that, for the same amount of bark removed, while the yield per tapping is greater with alternate day tapping, daily tapping gives a greater yield over a given period.

RUBBER RESEARCH.

As stated in the report for 1914, towards the end of that year a very important clue was found bearing on the problem of variability of raw rubber, and the whole of the subsequent work of the department has been based on this discovery. It has been ascertained independently, what had probably been known before in most rubber manufacturing, that the principal variability in first-grade plantation Para rubber is its variability in rate of cure or speed of vulcanisation. So far, the greatest differences found in mechanical properties, such as breaking load at optimum rate of cure, has never been more, in the case of first-grade rubbers, than 25 per cent. below the best sample examined, and nearly eight hundred samples have been investigated during the last year. On the other hand, the variation in rate of cure has been from about one to four hours under the conditions employed, which may be described as a 400 per cent. variation. It is only proposed in this

(Continued on next Column.)

STRAITS WAR CONTRIBUTION.

LEGISLATIVE COUNCILLORS INSIST ON MORE TAXATION.

In the course of an editorial note, *The Statesman* says:—The Straits papers bring details of the remarkable debate in the Legislative Council at Singapore in which a resolution was moved providing for an annual contribution of £200,000 to be made from the funds of the Colony to the Imperial Government towards war expenditure. The remarkable feature of the debate was the fact that the only dissenting voices were those of members who considered that the contribution was still inadequate. The almost unique spectacle was witnessed of members asking for, and indeed insisting on, the imposition of more taxation. The Straits Settlements propose thus to progress voluntarily from their normal contribution of one-fifth of their revenue towards Imperial defence purposes first to the contribution of one-third and subsequently to the contribution of a still larger proportion hereafter to be determined.

It is possible that their example cannot be followed in exactly analogous fashion by India, her expenditure for military purposes of £22,000,000 out of a total Imperial revenue of £55,000,000 budgeted for during the current year is already a contribution relatively twice that of the Straits Settlements, which devote one-fifth of their revenue to their military contribution in normal years. The Straits have thus some leeway to make up before their sacrifice equals that which India normally holds at the disposal of the Empire in cases of emergency. The lesson of the session of the Straits Legislative Council lies rather in the incentive it offers to the whole community to do its utmost in recognition of the exceptional circumstances in which the Empire finds itself and the benefits accruing to India from the sacrifices, monetary as well as vital, of the home population. The Straits found themselves confronted with the alternative of assuming responsibility for a portion of the Imperial War Loan after the war is over. The amount named was £20,000,000 (£8). The proposal was rejected in favour of a definite and immediate sacrifice which would express the present feeling of gratitude to the Navy for the protection it affords.

DISCLOSURE OF JAPANESE MILITARY SECRETS.

CULPRIT SENTENCED TO FIFTEEN YEARS' IMPRISONMENT.

Some time ago it was reported that some men had visited the residence of Mr. J. E. de Becker at Kamakura, and offered to sell information relating to military secrets. On information being given to the police, the men were at once arrested, and they have been under preliminary examination for a long time. The examination concluded at the beginning of July, and the trial was subsequently held. Owing to the grave nature of the offence, the trial was conducted in camera throughout. On the 14th instant one of the accused, Akama Kojiro, aged 38, was sentenced to imprisonment for 15 years, while his accomplice, Ezaki Wajiji, was acquitted. It is stated that Akama is a naval petty officer on the reserve list, belonging to the Yokosuka Port Admiralty, and while he was in the service he stole certain samples of gunpowder, fuses, and plans of the Yokosuka forts. After his release from active service he endeavoured to sell the things he had stolen through Ezaki (who has been acquitted). In the course of their endeavours to find a buyer for their information they visited Mr. J. E. de Becker, but this visit resulted in their arrest and the exposure of their scheme.

BRITISH EXCHEQUER BONDS.

TO BE TAKEN UP BY JAPAN.

The *Tokyo Asahi* states that Japan, with her special reserve abroad, will take up new British Exchequer Bonds to the amount of £1,000,000,000. Since the beginning of last month negotiations have been in progress between the Governments of Great Britain and Japan on the subject, and it is reported that these have now been concluded. The new Exchequer bonds, which will be issued in London shortly, will bear interest at the rate of five per cent. per annum, and will be for a term of one year.

SHIPPING NOTES.

CHINESE STEAMSHIP COMPANY AND AUSTRIAN STEAMERS.

According to a Shanghai dispatch, the China Mail Steamship Company, a Chinese concern, has proposed to buy the *Bophnia*, *Scythia* and the *Taina*, owned by the Austrian Lloyds and now moored at Shanghai, for \$500,000 American currency, and negotiations are now proceeding through the China Mail office at San Francisco.

report to make a brief resumé of the work, since several papers have already been published in the *Agricultural Bulletin* and elsewhere, and the progress of the work is indicated from time to time in these publications, while as early as possible in 1916 a special bulletin giving the whole of the work to date will be published. During the year, about 780 samples of rubber have been investigated by vulcanisation tests, and of this number over 200 samples have been received from estates and reports issued to the estates concerned. The remaining 600 to 800 samples consisted of samples prepared under Mr. Eaton's supervision at the Agricultural Department factory, entirely for research purposes. It would occupy too much space in a report of this nature to discuss in detail the results already obtained from this work, and those who require fuller information can obtain it from the *Agricultural Bulletin*, F.M.S.—*Straits Times*.

DISAPPEARANCE OF AN ISLAND.

VOLCANIC ACTIVITY IN THE PACIFIC.

As was reported at the time, a new island appeared on January 23rd, 1911, at 24.16 degrees N. lat. and 141.26 degrees E. long., that is, about 3 miles east of South Sulphur Island. For some days prior to the appearance of the island a violent eruption took place in the neighbourhood. The highest point on the island was about 1,000 feet above sea level, and it was about six miles in circumference.

According to a report submitted to the naval authorities by the captain of the steamer *Kaga-maru*, which is regularly plying between Tokyo and the Bonin Islands, the island has now completely disappeared, and no trace of it can be found. The *Kaga-maru* passed between South Sulphur Island and the new island on June 29th last, but could discover no trace of the latter. From the fact that the sea in the vicinity was of an ashy colour it is presumed that the volcanic ash of which the island was formed has been swept away by the waves.

In December, 1904, an island about 3 miles in circumference appeared at a spot 15 miles to the north-east of where the new island has just disappeared but it disappeared in the June of the following year.

Apparently the volcanic activity manifested by the appearance and disappearance of these islands is constantly going on in a certain area of the Pacific—*Japan Chronicle*.

FAR EASTERN MEN AND THE WAR.

News has recently been received of Mr. A. W. Hayward, of Messrs. Alex. Ross & Co., (Shanghai), says the *N.C. Daily News*. It will be remembered that in January last, shortly after his arrival in England, Mr. Hayward was given a commission in the 5th Batta. Royal Fusiliers. In May, Mr. Hayward took a special course at a Pioneer School at Ongar and passed out, first in a class of 37.

Mr. George H. Randall, of the Public Works Department, Shanghai, has a commission in the same regiment and there is a probability that two other Shanghai men, Mr. C. H. L. Symons, of Messrs. Jardine, Matheson & Co., and Mr. Ernest Hardman, of Messrs. Lower, Bingham & Matthews, will also be given commissions in the 5th Royal Fusiliers on completion of their cadet course.

Mr. Leslie Coutts Boyd, of Messrs. C. R. Kaye & Co., and a former member of "A" Co., (British) S.V.C., who left Shanghai on April 1st to volunteer for service with H. M. Forces, has joined as private in the Gordon Highlanders 11th Battalion. He is at present training near Bridge of Allan, Scotland.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

Details of duties at Lyceum from 1st to 15th August have been posted at Headquarters.

RESIGNED.
No. 202 J. N. Cunningham is permitted to resign with effect from 25th July, 1916.

LEAVE.
No. 1889 Pte. R. G. Ross is granted 12 months' leave from 8th August, 1916.
No. 1416 Pte. H. Archie is granted 3 months' extension of leave from 23rd July, 1916.

No. 1228 Pte. F. A. Perry is granted 10 days' leave from 1st August, 1916.
No. 1553 Serjt. F. M. Crawford is granted 2 months' leave from 15th August, 1916.

PARADES.

The parades ordered for Friday, 4th August, are hereby cancelled.
A. F. CHURCHILL, Capt., Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

FRIDAY, AUGUST 4TH.

The following units of the Police Reserve will parade on the above date for a Route March:—
Band, Nos. 1, 2, and 3 Companies, Ambulance Platoon, Mounted and Motor Patrols and Maxim Gunners. Fall in in Column of Platoons on the Praya near Queen's Statue at 6 p.m. sharp. Uniform with helmets.

HEADQUARTERS CLUB.

Mr. On Man Chuen has become a Founder Member. Messrs. Ip Wing Cho and Chan Shui Ming have subscribed to the Club Fund. The premises will be opened to all ranks not later than Thursday, August 10th.

BAND AND ORCHESTRA.

The following practice dates in August have been fixed:—
Band—Thursday, August 3rd.
" Tuesday, August 8th.
" Tuesday, August 15th.
" Friday, August 18th.
" Monday, August 21st.
" Monday, August 28th.
" Thursday, August 31st.
Orchestra—August 10th, 17th, and 24th.
F. C. JENKIN, D.S.P. (R.).

THE PALISADE, KOWLOON.

As was anticipated, the great historical film—"Sixty Years a Queen," proved a great attraction, and well-filled houses were the rule during its run. Last night, at its final exhibition, the audience were quite enthusiastic in their applause. A change of programme is announced, beginning to-night, the leading item in an attractive and varied selection being a dramatic film, "The Money Kings" (in three reels), an exciting story of American diplomacy, in which a hydroplane plays a prominent part. The other pictures will be of an interesting and humorous character.

FATAL SEQUEL TO COOLIE RIOT.**INQUEST HELD AT HONGKONG.
EXCITING STORIES OF UNUSUAL AFFRAY.**

Mr. J. R. Wood, Police Magistrate, held an inquest at the Hongkong-Magistrate yesterday evening on the body of a coolie, who died as the result of injuries received in the riot on board the Java-China-Lijn steamer *Van Linschoten* on Friday evening.

At the outset the Coroner apologized for calling the jury at such a late hour and at such short notice. An incident, he said, had occurred on a Dutch steamer at the Kowloon wharf on Friday evening, a coolie passenger had died, and the vessel was going away on the following day. The Coroner also briefly referred to the riot which terminated fatally, and mentioned that the shot which killed the coolie was fired by the third officer of the *Van Linschoten*.

Dr. W. B. Moore, Assistant Superintendent of the Government Civil Hospital, said deceased was brought to the hospital at 10 p.m. on Friday by P.S. Evans. He was suffering from a lacerated wound on the scalp, through which brain-matter was exuding. He died at 2 p.m. on July 30th. A post-mortem examination was made that morning. There was a wound on the right side of the top of the skull about three inches long and half an inch broad. Splinters of bone had been driven into the brain, and had also caused considerable tearing of the scalp. On removing the brain he found the small piece of metal (produced) embedded in the back part of the right side. Death was due to laceration of the brain. The deceased had been identified as one of the passengers on board the *Van Linschoten*.

A fellow passenger of the deceased, who had been a tobacco grower in Java, gave evidence of identification, and, answering questions by Mr. Wood, said there was a fight on board the vessel when it reached Hongkong, but he (witness) did not take part, as he was asleep on deck at the time. When he awoke he heard that deceased had been killed, and he also saw his body. He denied that his fellow passengers tried to stop the stevedore coolies from working cargo.

The Captain of the *Van Linschoten*, Fritz Bauer, said the vessel came from the south to Hongkong on Friday, having come up from Singapore, en route for Swatow. He had 1,300 coolie passengers on board; about 500 for Hongkong and 800 for Swatow. They came from Deli (Sumatra), and Penang, being transferred to his vessel at Singapore. On the way from Singapore the passengers became restive, and even at Singapore they made endeavours to prevent cargo coming on board, and \$2,000 worth had to be left there. The coolies wanted to go direct to Swatow. Two days out from Hongkong the commander came to him and said the coolie passengers wanted to go direct to Swatow, or only to disembark passengers at Hongkong and not the cargo. On the morning of arrival at Hongkong he ordered the crew to open up the hatches and prepare for discharging cargo. The coolie passengers endeavoured to stop them. He reached the Kowloon wharf at 6.15 p.m. on Friday, and the stevedore coolies came on board. As soon as they came on board the passengers commenced to interfere with them, and molested them to such an extent that the stevedore coolies had to leave the ship. The Hongkong passengers left the ship as early as possible; the trouble came from the Swatow coolies. The agent came on board and the police were at once sent for. P.S. Pincott came on board and tried to quieten the coolies, and he seemed to have been successful. The stevedore coolies came on board again and the passengers then rushed from the after-part of the ship and again stopped the stevedore coolies working. Many of the latter were struck, and once more the stevedore coolies left the ship. P.S. Pincott fixed up the hot-water hose and drove the passengers to the after-part of the ship, the hose having been turned on them several times. Officers of the *Kun-yang*, the chief and second, also came on board armed with sticks to render assistance. The coolies again endeavoured to rush forward to attack the officers of the ship and the police; they rushed several times in an endeavour to force the gangway. P.S. Pincott then asked for firearms and witness gave him two revolvers. The agent, who had a revolver, fired first, firing once in the air to frighten the coolies. Even after that the coolies again rushed forward several

times and P.S. Pincott fired twice over the coolies' heads, down the gangway. The coolies went back to the after-part of the ship for a few minutes and then rushed again. One of the officers of the *Kun-yang* then brought forward the rifle (produced) and this was handed to the third officer of the *Van Linschoten*, and when the coolies rushed again he ordered this officer to fire high. He did this, firing high and down the gangway. Witness saw a man fall as a result of the shot. This was about 8.45 p.m., the trouble having been on since 6.15. Soon after this shot had been fired Inspector Gordon came on board. The coolies were spoken to in Chinese by Inspector Gordon, and what with the shot and this talk the coolies became quiet. Cargo was worked after this, but there was no more trouble. Half of the disaffected coolies left for Swatow by a Japanese boat on Sunday, and half remained on his boat and would go on to Swatow on the morning. Witness added that he did his best to stop the row on the ship before he ordered his third officer to fire. Evidence was then given by the third officer, who fired the fatal shot. He corroborated the evidence given by the Captain and added that the gun (produced) was handed to him by the Inspector. At the time he was standing on the main deck and the passengers were aft, and they were attacking the officers and police with pieces of wood, stones, frying pans, etc. There were three or four attacks before he was ordered to shoot, these being stopped by shots in the air. At the fourth attack he was ordered to fire by the Captain, and he shot with the gun (produced) into the gangway, firing high. The coolies were rushing forward when he fired, and he saw one of them fall. He could not say whether the man who fell had any weapon in his hand.

P.S. Pincott said he went on board the *Van Linschoten* about 8.35 p.m., and at that time the Cantonese passengers were leaving the fore-part of the ship, and a number of other passengers were in the starboard alleyway with a variety of weapons in their hands; rice bowls, bottles, and pieces of wood. He asked the Captain what the trouble was, and he said that the passengers would not allow the stevedore coolies to work the cargo. While he was on board the passengers made a rush at the cargo coolies, at the same time shouting out "strike" (ta ta). The hose was turned on them and they drew back. This was repeated twice at short intervals, the rushes being made at the ship's officers. After the third rush he went to the *Kun-yang* and secured a rifle and a revolver, and two of the officers also went back to the *Van Linschoten* with him. When he returned to the ship another rush was being made, he handed the gun and revolver to some of the officers, and he used the hose. Then came another rush and a revolver shot was fired. The coolies went back only to rush again, whereupon he took the Captain's revolver and fired two shots on the deck. This sent the coolies back, whereupon he rang up for reinforcements. After he had returned from telephoning he was told that the coolies were climbing over the boat deck. He ran up there and then heard a rifle shot. Upon going down he saw a coolie bleeding from the head and lying in the alleyway; the coolie had the neck of a broken bottle in his hand. After this the coolies were quiet.

Inspector Gordon said that, upon receipt of a telephone message he went on board the *Van Linschoten* about 8.30 p.m. He saw a howling mob of coolies in the after-part of the vessel, many of whom were standing in the alleyway in a threatening attitude. Two or three Europeans were standing at the forward end of the gangway, armed. Witness placed some Indians on guard, and also went on the boat deck with P.S. Pincott, where he placed some more Indians on guard. As he was returning he heard a rifle shot, and subsequently saw one of the coolies lying, as he thought, dead, in the alleyway. Eventually things were quiet, and the man he saw lying in the alleyway was removed to hospital.

A coolie who was also on board the *Van Linschoten*, and whose head was heavily bandaged, told the Coroner that his head was injured upon his arrival in Hongkong by some person "pushing a firearm into his head." There was some row on board the ship, but he knew nothing about it.

Under pressure this coolie said that they had been told that they would remain for ten days in Hongkong, and thus some of the coolies tried to prevent this happening. He knew nothing about a man being shot.

(Continued on next Column.)

**HONGKONG MAGISTRACY.
DRUNKEN JAPANESE SAILOR.**

A Japanese sailor came ashore on Sunday and proceeded to become intoxicated. Subsequently, he was found staggering about the roadway by an Indian constable. The latter went up to the sailor and was promptly struck on the eye.

At the Police Court yesterday the sailor was ordered to pay \$5.

WANDERING CHINESE.

Three Chinese of the coolie class were charged before Mr. Orme with being in the grounds of 7, Robinson Road, property belonging to Mr. M. J. D. Stephens, for an unlawful purpose, and also with the theft of about 10 cents worth of two plant leaves.

Mr. Stephens said that the men were found in the garden by a watchman and were subsequently arrested by a loking. They were discovered about 6 a.m. and, said Mr. Stephens, they must have been in the grounds for an unlawful purpose. The men must have known that the house was unoccupied. It had been vacated on the afternoon before the men were found in the grounds, so they must have known something about it. The men evidently thought they would have the place to themselves, but, as luck would have it, a watchman had been placed in charge as soon as the house was vacated.

A previous conviction was proved against one of the men, and he was sentenced to one month's hard labour, Inspector Kent saying that he was a "bad character." The other two men were sentenced to fourteen days' hard labour.

MONEY ORDER MYSTERY.**MR. ORME AND DANGEROUS YOUNG MEN.**

At the Hongkong Police Court yesterday Mr. Orme, the Magistrate, concluded the case in which a young man named Jose Montez, a cinematograph operator employed at the "Palisade," Kowloon, was charged with the theft of two postal orders, valued at £1 each, the property of a Chinese named C. Lane Poole.

Montez, who was defended by Mr. Preston, stated that he picked up the orders in Pottinger Street, and subsequently gave them to a young clerk named Abbas, employed in the office of Messrs. Lowe, Bingham & Matthews, with a request that he should advertise for the owner, but that Abbas cashed them.

Mr. Orme said he found Montez guilty of receiving the notes knowing them to have been stolen, and he passed sentence of two months' hard labour. In doing so, the Magistrate said that it was a very cowardly act on the part of defendant to try and implicate a respectable young man like Abbas. The defence was aggravated by the fact that he had tried to throw the blame upon Abbas. Young men of his (defendant's) class were becoming a real danger to the Colony and their doings had to be put a stop to.

Replying to the Coroner, Inspector Gordon said that the last witness and the deceased coolie were the only two injured. The last witness was struck by a baton when trying to climb to the boat deck.

The local agent of the Java-China-Lijn said that before the arrival of the ship he had asked for a police guard to be put on board the boat, because of the trouble in Singapore, but when he went alongside no guard had yet arrived and he thereupon telephoned to the Water Police Station. P.S. Pincott and others arrived, and then ensued the scenes previously described. Witness said he fired one shot on the deck, as requested by P.S. Pincott. The affair, in his opinion, was very serious, and the measures taken were very necessary.

Asked by the Coroner why the guard was not present, Inspector Gordon said the ship was expected on July 27th, the guard was kept all day on the 27th, and up to 5.30 p.m. on the 28th, and they were then discharged, as it was thought the ship would not arrive. Within half an hour the ship came in. It was only an Indian guard, and he did not think they would have been much use; it was too tough a job for them.

In the course of his summing-up the Coroner said that the law was that when there was a riot it was the duty of every citizen, whether he was of the military or police, to do his best to put it down. It was evident that there was a riot on the *Van Linschoten*, and the jury had to consider whether the measures taken by the officers were necessary to repel it. The evidence showed that there had been a lot of trouble on the ship, and when the vessel arrived at Hongkong things became really serious. If the jury considered the measures taken were necessary then they should return a verdict of justifiable homicide. If they thought the measures were too severe then a verdict of manslaughter ought to be returned.

Without hesitation the jury returned a verdict of justifiable homicide and the Coroner remarked:—I entirely agree with the verdict. It seems to me that the steps taken by the officers were not in excess of what the situation demanded. I think they were fully justified. The jury was composed of Messrs. H. B. Northey (foreman), S. F. de Pinna and J. Gardner.

HONGKONG SOLICITOR SUES CLIENT.**QUESTION OF JURISDICTION.**

Mr. R. C. Faithfull, a Hongkong solicitor, was the plaintiff in an action at the Summary Court yesterday when he claimed \$45.00 from one Tung Sui Cheung, trading as the Yee Cheong, 22, Hy Chun village, Ping Shan district, New Territories. The claim was for professional services rendered by plaintiff to the defendant on March 26th.

Mr. Mason appeared for the defendant, and at once contended that his lordship had no jurisdiction to try the action. It was laid down in the local authorities that no such action, in relation to a sum not exceeding \$200, could be brought before that Court without leave having been previously obtained from the district Magistrate. Mr. Faithfull had not obtained such leave for the case arose in the New Territories and therefore his lordship had no power to deal with the case.

Mr. Faithfull objected, saying that the cause of action was in Hongkong. His lordship—But the law says that it is out of my jurisdiction, unless leave is obtained from the District Officer. It seems very clear that that is the law.

Mr. Faithfull—Then I must sue for this amount in the New Territories Court, that is all. I should like to say, also, that it does not seem the correct thing for my friend to raise this objection. It is obvious that his client will have to pay. He knows he owes the money.

Mr. Mason—I do not know that. I understand that my friend has been misinstructed. Mr. Faithfull—I am not misinstructed. Mr. Faithfull—I wish to make this remark. We are all presumed to know the law, my friend being amongst the others, and I think he should have informed me that he was going to raise this point. He could have said ten days ago, when the case was fixed for hearing, that there was no jurisdiction here without waiting until the last moment. It would have saved a lot of trouble and have saved your lordship the trouble of coming into Court.

His lordship—It is no trouble to me. Why did you not mention it before, Mr. Mason? Mr. Mason—I was not for me to say so, your lordship. It was part of my defence. Judgment was accordingly given for defendant with costs.

HONGKONG GARRISON SCHOOL.**ANNUAL PRIZE DISTRIBUTION.**

The annual distribution in connection with the Hongkong Garrison School took place yesterday, the presentations being made by Mrs. Robertson, wife of Major Robertson, A.O.C. Those also present were:—H.E. the General Officer Commanding (Major-General Ventris), Capt. Cassel, Rev. C. L. Cooper-Hunt, and Lieut. Pearce, Inspector of Army Schools.

Addressing the children previous to the distribution, Major-General Ventris said he was very pleased to read the excellent reports of the school, which were quite equal to those which he read last year. He also congratulated the school-master and staff, and thought the children deserved all that had been said about them. They always looked clean and tidy, they had been industrious and had done their work well. He hoped they would have a very pleasant holiday and would come back ready to work just as well as they had done previously.

THE PRIZE LIST.

The prize list was as follows:—
Religious instruction: Church of England:—

Senior Division (Possible marks, 50).—1st Prize, Bessie George, 48; 2nd Prize, Dorothy May and Nellie Purden, 47 each. Junior Division (Possible marks, 35).—1st Prize, Marjorie Offord, 32; 2nd Prize, William Howell, 29.

Standard 7.—1st, Herbert Offord, top of School; 2nd, William Allen, also 1st in Deckyard Exam.; Dorothy May, conduct, and general progress.

Standard 6.—1st, Nellie Purden; Cecil Jennings, Highest marks in periodical exams.; Ronald Bentley, 2nd Prize; Robert Winfield, marked progress.

Standard 5.—1st, Percy Jones; 2nd, Bessie George; John Leane, progress, and conduct.

Standard 4.—1st, Beatrice Bliss; 2nd, Robert Talbot.

Standard 3.—1st, George Harrow; 2nd, Percy Offord; Austin Thornhill, marked progress, and conduct.

Standard 2.—1st, Edward Phillips; 2nd, Rowland Adams; 3rd, Fred Youngs; William Rollitt, marked progress, and conduct.

Edith Lambden, prize for drawing; Lydia Stonham, prize for general neatness of work, and exemplary conduct.

Sewing School.—1st, Constance Stonham, proficiency; Lydia Stonham, good conduct; Marjorie Offord, progress; Norah Howell, proficiency; Eileen Bliss, proficiency.

INFANTS' SCHOOL.
Standard 1.—1st, Mary Joines, proficiency; 2nd, Phyllis Harrow, progress; 3rd, Eileen Stagg, proficiency; 4th, William Smith, progress; Class II.—William Joines, proficiency; Thelma May, proficiency; Harry Watson, progress; Class III.—Doreen Joines, progress; Doris Williams, progress; Class IV.—Beatrice Evans, good conduct; Herbert Gander, progress.

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WE HAVE JUST RECEIVED A SPLENDID SELECTION OF GOLF CLUBS:
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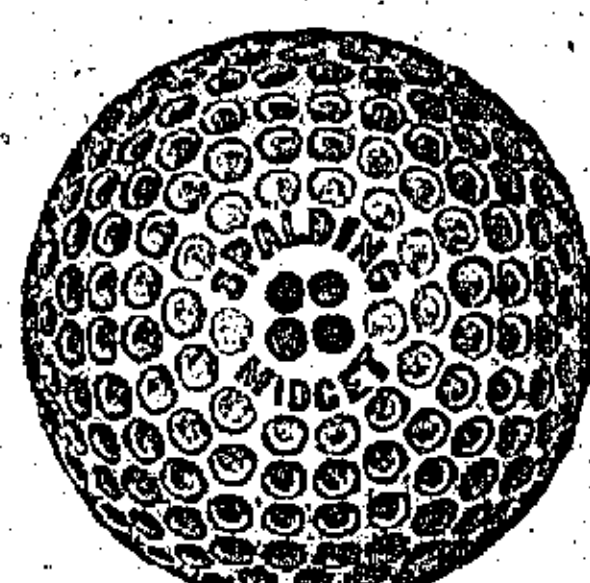
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\$1.00 Each.

THE "BOB"

75 Cents Each.

SPALDING "GOLD MEDAL" CLUBS.

DRIVERS AND BRASSIES, \$5.50 EACH. IRONS, \$4.75 EACH.

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MADE AT ST. ANDREW, FROM \$4 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS, PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS.

STOCKED IN ALL MODELS.

CADDY BAGS, TEES, GOLF GLOVES, BALL CLEANERS, CLOCK GOLF, GOLF PAINT, CAPTIVE GOLF.

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

LANE, CRAWFORD & Co.**HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
Single Fare by Night Steamer	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	\$11.00
Single Fare by Day Steamer	...	...	\$5.00
Return " " " " " "	...	...	\$9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 1st AUGUST, 1916.			
8 a.m. HONAM.		8 a.m. HONGSHAN.	
10 p.m. KINSHAN.		6 p.m. FEUSHAN.	

WEDNESDAY, 2nd AUGUST, 1916.			
8 a.m. HONGSHAN.		8 a.m. HONAM.	
10 p.m. KINSHAN.		6 p.m. KINSHAN.	

HONGKONG-MACAO LINE.

S.S. TAISHAN, 2,000 tons. S.S. SUI TAI, 1,651 tons.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf; Saturdays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th AUGUST, 1916.

The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.**MACAO-CANTON LINE.**

S.S. SUI AN.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.; Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 1.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA TEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**

S.S. RAHMAN, 568 tons, and S.S. NANNING, 568 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANIT. These vessels have superior cabins, accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mannion (First Floor), opposite the Blake Pier. (123)

ARROW COLLARS

The Best American Make
If you ask for Arrow Collars you will get the best in style, quality and fit.

B. MONTIETH WEBB & Co.,
Hongkong,
China Agents.

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 30 years.

FROM 1874 TO 1903.
PRICE \$2 Cash.

On Sale at the DAILY PRESS Office and Local Bookellers.

NEW ADVERTISEMENTS

NOTICE.

WE HAVE authorised Mr. ALBERT EDWARD CHAPPELL to Sign our Firm per Procuration from this date.
MOYON & TAYLOR.
Hongkong, 1st August, 1916. [935]

NOTICE.

I HAVE This Day admitted my son, Mr. ERIC GRIMBLE, and Mr. UGO CESARE GALLUZZI, as Partners in my Business, which will from To-day be carried on under the style of GEO. GRIMBLE & Co. GEORGE GRIMBLE.
Hongkong, 1st August, 1916. [939]

NOTICE.

I HAVE This Day admitted Mr. PERCY JAMES FAUCONER a Partner in my Business of Ship, Freight, and General Brokerage.
The Business will from this date be carried on under the name and style of RAY and FAUCONER.
F. H. RAY.
Hongkong, 1st August, 1916. [930]

HONGKONG WATER POLO ASSOCIATION.

A MEETING of the above Association will be held TO-DAY (TUESDAY), the 1st August, at 6.30 p.m. sharp, at the Victoria Recreation Club, Regiments, Corps, Units or Clubs intending to compete are respectfully requested to send their representatives.
R. C. WITCHAM, Acting Hon. Secretary.
Hongkong, 1st August, 1916. [931]

THE HONGKONG HOTEL CO., LTD.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 12th August, 1916, at Noon, for the purpose of receiving a Statement of Accounts of the Company to 30th June, 1916, with the Report of the Directors and to discuss any matter that may be completely brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from 4th to 12th August, 1916, both days inclusive.
By Order of the Board,
J. H. TAGGART, Acting Secretary.
Hongkong, 1st August, 1916. [932]

HONGKONG JOCKEY CLUB.

A MEETING of Members interested in SUBSCRIPTION GIFTS for the next Races will be held at the Jockey Club Offices TO-DAY (TUESDAY), 1st August, at 12 o'clock Noon.
By Order,
T. F. HOUGH, Clerk of Course.
Hongkong, 29th July, 1916. [933]

HONGKONG CRICKET CLUB.

MEN'S DOUBLES HANDBALL.

ENTRIES to be made in pairs and to be entered on the sheet in the Pavilion.
Entrance fee, 82 each player, to be paid to "Tadpole" at time of entry. Half the entrance fees will be given to the TOBACCO FUND.
Entries close 7th August.
Hongkong, 27th July, 1916. [944]

THE INDO-CHINA STEAM NAVIGATION CO., LTD. HONGKONG.

THE DIRECTORS of the above Company have recommended an INTERIM DIVIDEND of 3% (equal to 3/- per Share) on the Preferred Ordinary Shares and 10% (equal to 10/- per Share) on the Deferred Ordinary Shares calculated at the rate of 2 1/2% per Dollar.
Dividends are free of Tax for those Shareholders on the Colonial Register. In accordance with advice received from London Income Tax must be deducted from both Preferred and Deferred Shareholders' Dividend Warrants on the London Register. Dividend Warrants for Shareholders on the Colonial Register will be payable on and after FRIDAY, the 11th August, 1916, at the Company's Office.
TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 3rd, to THURSDAY, the 10th August, 1916, both days inclusive.
JARDIN, MATHESON & Co., Ltd., General Managers.
Hongkong, 29th July, 1916. [935]

KONINKLYKE PAKETVAART MAATSCHAPPIJ OF BATAVIA-JAVA.

NOTICE TO CONSIGNEES

THE Steamship "VAN LINSCHOTEN," having arrived from Singapore, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.

ALL CARGO FROM PENANG AND SINGAPORE ORIGINALLY LOADED by the ss. "S. JACOB" (Voy. 8) has been brought forward by the above vessel and will be delivered against the documents issued for ss. "S. JACOB" (Voy. 8).
Goods not cleared by August 1st will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goldsack and Douglas on August 2nd, at 10.30 a.m. Claims against the Steamer must be presented in writing within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, Agents.
Hongkong, 29th July, 1916. [949]

INTIMATIONS

THE HONGKONG HOTEL CO., LTD.

REDEMPTION OF DEBENTURE ISSUE OF 1ST JANUARY, 1901.

NOTICE IS HEREBY GIVEN that the Company will in pursuance of the power reserved to it by Clause 2 of the conditions endorsed on the above in series redeem the debentures the numbers of which are set out underneath at the expiration of six months from the date of this notice, that is to say, on the 1st day of August, 1916, at which date all principal and interest will be paid on presentation and surrender of the debentures in question at the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION.
The holders of such debentures are requested to present such debentures for payment accordingly, together with all coupons attached thereto to the HONGKONG AND SHANGHAI BANKING CORPORATION on the 1st day of August, 1916, for payment.
Dated this 29th day of January, 1916.
By order of the Board,
J. H. TAGGART, Acting Secretary.

NUMBERS OF DEBENTURES DRAWN.

2	236	791	799	994	1267
18	297	493	792	999	1273
27	390	491	793	1005	1278
31	391	495	773	1006	1292
40	305	517	786	1017	1297
45	312	524	804	1021	1306
49	315	543	805	1024	1313
57	318	548	825	1041	1348
59	323	550	836	1044	1353
66	325	551	838	1048	1356
68	328	555	843	1057	1366
78	336	559	846	1079	1367
80	337	564	848	1081	1375
82	346	565	859	1085	1402
91	356	589	868	1089	1411
123	365	572	869	1097	1413
132	379	575	874	1105	1414
148	375	591	878	1108	1427
153	387	609	894	1117	1429
176	389	620	915	1120	1431
185	399	624	920	1136	1448
187	402	625	925	1149	1453
211	412	638	933	1151	1462
233	417	639	938	1163	1470
239	425	649	945	1178	1473
240	427	655	947	1186	1475
241	434	677	949	1189	1480
243	442	701	955	1215	1481
244	445	705	967	1218	1493
247	447	712	976	1227	1497
252	454	713	978	1229	
255	457	744	981	1231	
257	467	745	985	1241	
273	478	746	990	1242	

THE HONGKONG HOTEL CO., LTD.

NOTICE IS ALSO HEREBY given that the ABOVE NUMBERED DEBENTURES were drawn on SATURDAY, the 22nd January, 1916, for redemption on 1st August next as per notice.
The Company is prepared to purchase any of the above drawn debentures before 1st August next, i.e., on the first day of any intervening month between this date and date of expiration as set forth in such notice.
By order of the Board,
J. H. TAGGART, Acting Secretary.
[950]

PUBLIC AUCTIONS.

BY direction of the Government of Hongkong, Messrs. HUGHES & HOUGH have received instructions to sell by Public Auction,

On FRIDAY, the 11th day of August, 1916, at 3 p.m., at their Sales Room, Ice House Street, Victoria, Hongkong,

The following VALUABLE LEASEHOLD PROPERTY situate at Victoria, Hongkong, viz.:-

ALL THOSE pieces or parcels of ground situate at Victoria aforesaid and known and registered in the Land Office as SECTION A OF MARINE LOT No. 101 and SECTION B OF MARINE LOT No. 101. Together with the messuages erections and buildings thereon known as "No. 7, Queen's Road Central, Victoria aforesaid, Ten 989 years created by a Crown Lease dated the 8th day of April, 1856.

Area in respect of Section A of Marine Lot No. 101 ... 8445 Square feet, Proportion of Annual Crown Rent ... \$84.45
Area in respect of Section B of Marine Lot No. 101 ... 675 Square feet, Proportion of Annual Crown Rent ... \$82.75

For further particulars and conditions of sale apply to:-

JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Hongkong, Solicitors for the Liquidators of THE DEUTSCH ASIATISCHE BANK, or to Messrs. HUGHES & HOUGH, The Auctioneers.
Hongkong, 11th May, 1916.

On the same date, FRIDAY, the 11th August, 1916,

after sale of the Property above described as by PUBLIC AUCTION will be commenced within the Building No. 7, Queen's Road Central, formerly the premises of The Deutsch Asiatische Bank, of the Valuable Office Furniture, Electric Fittings, etc., etc., contained on the Ground Floor and Basement of the said premises.

Four Large Fire Proof Safes, Combination Cabinet Safes, Large and Small Desks, Bookcases, Teakwood Suits and Stools, Leather-covered Upholstered Desk and Armchairs, Sofas and Settees, 2 Clocks, Typewriters, Duplicators, Copying Press, Filing Cabinets, Book Wagon, etc., etc., including Fans, Electric Brackets, very powerful Electric Ceiling Lights, Reading and Desk Lamps, etc., etc.
(Full Particulars from Catalogue)
On view from FRIDAY, 4th August, until day of sale.
Terms:-Cash.

JOHNSON, STOKES & MASTER, Solicitors for the Liquidators of the DEUTSCH ASIATISCHE BANK, HUGHES & HOUGH, Auctioneers.
[938]

HOUSES TO LET

OFFICE TO LET.

ONE LARGE ROOM on the Top Floor of No. 2, Queen's Building.
Apply:-
THORESEN & Co. [933]

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent.
For rent and other particulars apply to:-
Care of "Daily Press" Office.
Hongkong, 25th July, 1916. [940]

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to:-
WILKINSON & GRIST. 691

TO LET.

A TWO-STORY EUROPEAN HOUSE at No. 10, Kennedy Road East, Consisting of Four Rooms with Bathrooms and Outhouses Complete.
Apply:-
YOUNG HEE, 10, Des Vaux Road Central. [936]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars, etc., apply:-
THE HONGKONG CENTRAL ESTATE, LTD. 665

TO LET.

From 1st May.
OFFICES, 2nd Floor, St. George's Building.
Apply to:-
SHEWAN, TOMES & Co. [918]

TO LET.

"ROCKLANDS," No. 7, Robinson Road, from 1st August, 1916, or earlier.
Apply:-
M. J. D. STEPHENS, 18, Bank Buildings [900]

TO LET.

A HOUSE, in Observatory Villas, Kowloon.
Apply to:-
ARRATON V. APCAR & Co., 14, Des Vaux Road. [911]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to:-
CHINA FIRE INSURANCE Co., Ltd. [932]

TO LET.

OFFICES in Prince's Building.
Apply to:-
SHEWAN, TOMES & Co., Liquidators, REUTER, BROCKELMANN & Co. [972]

TO LET.

NO. 4, DES VEAUX ROAD CENTRAL, First Floor.
THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc., No. 14, SHAMSEY, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to:-
DAVID SASSOON & Co., Ltd. [415]

TO LET.

OFFICES at 2, Connaught Road.
HOUSE in CLIFTON GARDENS, Conduit Road.
Nos. 1, and 2, WEST END TERRACE, CANTON.
Apply to:-
THE HONGKONG LAND INVESTMENT AGENCY Co., Ltd. 32

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.
THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon.
FOUR ROOMED-FLATS in May Road with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to:-
HUMPHREYS ESTATE & FINANCE Co., Ltd. Alexandra Buildings [902]

ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1915.
Revised by THE MEMBERS.
PRICE \$5.
DAILY PRESS OFFICE.
Hongkong, 25th February, 1916.

INTIMATION

WATSON'S

OLD BROWN

LIQUEUR

BRANDY

E

QUALITY.

TRY IT

AND BE YOUR

OWN JUDGE

IT HAS

ALREADY DONE TIME

"21 YEARS" IN WOOD.

A. S. WATSON &

CO., LTD.,

WINE AND SPIRIT MERCHANTS,

HONGKONG.

TELEPHONE 618.

DEATH.

FISHER.—At the Peak Hospital, on the 30th July, after a short illness, GERMAINE LONG, aged 10, dearly beloved daughter of Mr. and Mrs. JOHN FISHER.
[957]

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C.

SHANGHAI OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 1st AUGUST, 1916.

THE EMANCIPATION OF

WOMAN IN CHINA.

One of the most striking exemplifications of the revolution that is taking place in China was afforded a short time ago in Shanghai when the girls of a Chinese school gave a public performance of a play in English—an adapted version of TENNYSON'S "Princess," if we remember rightly. The effects of modern education could hardly be more emphatically demonstrated. According to the Classics, "though women are regarded as human beings, they are of a lower state than men and can never attain to full equality with men," and, consequently, "female education aims at perfect submission, not at development and cultivation of the mind." Nothing could be farther apart than these two views of female education; they are extreme views, it is true, but they show the extraordinary change that is taking place in the status of women in China, and, as that change is at present only in its initial stages, they give some idea of the ultimate effect on Chinese life of female education. It is a commonplace that the degree of civilization of any country is to be judged by the status of its women. Measured by this standard, China stands very low indeed, but there are not wanting signs that the women of China will not always occupy the degraded position that they yet do. The amateur actresses of Shanghai are an extreme case, but even three years ago statistics showed that 13 per cent. of the girls between 10 and

12 years of age in Canton were attending school. We do not claim that China has reason to glory in the fact that 87 per cent. of the small girls in one of her most advanced cities attend no school at all—no one could find in the absolute facts the least reason for anything but the most profound dissatisfaction; it is only by contrast that they are in the least degree encouraging. If Chinese statistics show that 87 per cent. of the female children in Canton do not attend school, the average percentage for the whole country is certainly 91 at the very least. This cannot be considered as other than disgraceful; yet, even so, we can see some sign of progress, and consequently some ray of hope when we remember that it is practically an article of faith in the country in question that "rearing the silkworm and weaving cloth are the most important of the employments of a female; preparing and serving the food of the household, and setting in order the ancestral sacrifices, follow next in order; and each of these duties must be attended to. Study and learning can fill up the time after these." With such teaching in that which the Chinese regard almost as sacred writ, it is a wonder that any girls at all are found attending school. It must be confessed that no credit attaches to the Chinese for the inauguration of female education, for the foundation was the work of British and American missionaries, and China has tardily followed. Wherever a well-fitted building is seen in which Chinese girls are being taught not only the ordinary scholastic lore but also cleanliness and domestic hygiene, the chances are that it is a foreign missionary establishment, and the question inevitably arises: "What is to be the fruit of all this expense? What happens when these girls, who have been taught the importance of baths and fresh air, are married and return to life in a Chinese village?" Probably in many cases they revert to Chinese standards for the simple reason that it is impossible to live up to the rules of health in which they have been trained, but there is reason to hope that even through these institutions that exist in China some degree of enlightenment is being instilled. The material and physical advancement of the woman of China must proceed side by side with her mental enlightenment. The constant exhortations to universal education could not proceed from a people that still believed that in the case of women study and learning must be relegated to the last place. To revert to our original illustration, the study of TENNYSON may not be of any practical good to Chinese girls, but the performance of a play in public by schoolgirls is a sign that the old conventions that have so long fettered female education are being broken through, and the effect of this must be the development of independence of character. As education becomes more and more nearly universal, the women

of China will refuse to occupy the position of domestic chattels with no higher object in life than rearing silkworms and preparing food, and will insist on being regarded as the helpmates of their husbands. Then we may expect to see loftier ideals among the Chinese people and a growth of that public spirit which will alone make possible a real democratic Republic.

A mail for Europe and Siberia closes to-day at 5 p.m.

The Humphrey Bishop Company will give a Concert at Government House, Hongkong, on the 10th inst.

The half-yearly meeting of the shareholders of the Hongkong Hotel Co., Ltd., is advertised to take place on the 12th inst.

The coolie who was shot in the head during the melee on board the *Van Linschoten* has died at the Government Civil Hospital.

A most skillful theft on the Hongkong-Canton boat *Fatchan* has been reported to the Police. A Chinese passenger embarked at Canton and had in his possession a box containing a quantity of valuables. He kept the box near him throughout the journey, but when he arrived at Hongkong he discovered that it had been tampered with and that eleven taels and five mace of gold leaf had been removed, along with \$460 worth of gold, and \$240 in notes. Nothing has been seen of the thief.

A meeting of the Hongkong Water Polo Association is announced to be held to-night, at 6.30 p.m., at the Victoria Recreation Club.

Members of the Hongkong Jockey Club interested in subscription griffins are reminded of the meeting called for to-day at noon.

During the week ending July 29th a fatal Chinese case of bacillary plague was reported, bringing the total for the period since January 1st up to 30 fatal cases. In the same week a fatal Chinese case of diphtheria was reported, along with a fatal Chinese case of puerperal fever. Eight cases of enteric fever were also reported (one Japanese, one Indian and the rest Chinese), four of which proved fatal.

CORRESPONDENCE.

WAR CHARITIES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR, In accordance with the Resolution of the Committee passed on July 14th, "That the Executive Committee be authorised to undertake the purchase of materials for local working parties, and the issue of them on application; and that Lady May be asked to preside over a small Sub-Committee of ladies for the purpose. The resolution of April 18th so far as concerns the purchase of materials by Local Working Parties is cancelled for orders placed after this date." I am directed by the Committee to ask you to be good enough to state that Lady May has kindly consented to preside, and that Mrs. A. Mackenzie and Mrs. May have been good enough to give their services as members of this Sub-Committee. The machinery for the issue of materials is as in the notice below:—

It should be observed that this system replaces the previous one as far as concerns accounts of working parties for materials purchased, and that separate buying by individual working parties should be discontinued, as the authority, to pay bills so incurred has been withdrawn as from July 14th. Under the new arrangement, free issues of materials will be made on application to the Sub-Committee, who are constituted the only buyers for working parties desiring to avail themselves of the facilities offered by the Fund. Application forms will be printed in the course of a few days. The incidental expenses of working parties will be met as before. It is requested that all outstanding bills of any kind should be sent in as soon as possible.

Yours faithfully,

E. R. HALLIFAX,

Hon. Secretary,

War Charities Committee.

Local working parties can be supplied with material free of cost on application to the Store Secretary, War Charities, City Hall, where issues will be made on Tuesdays and Thursdays from 10 a.m. to noon.

Working parties drawing materials from the Store are requested to supply, as early as possible each month, a complete list of the articles made by them during the preceding month, with the destination to which they have been sent, whether to the City Hall or direct to the front.

The forwarding expenses of cases sent direct will be paid on application. The Committee, however, is prepared to receive completed articles at the City Hall, and to arrange for their packing and despatch, and the expressed wishes of the working parties concerning the destination of their own work will be observed.

Secretariat for Chinese Affairs, Hongkong, 31st July, 1916.

"QUEEN OF SCOTS" HUSBAND.

At a meeting of the Royal Scandinavian Archaeological Society at Dragsholm Old Castle, near Holback, the prominent scientist, Professor F. C. C. Hansen, who has been investigating the mummy which has been in Dragsholm Church for centuries, declares his belief that it is the Earl of Bothwell, Marie Stuart's husband, who was a prisoner at Dragsholm and who died in 1578.

The professor has compared the mummy with an old authenticated picture of the Earl, which has continuously been in the possession of the Bothwell family. He states that it is impossible, definitely to prove that the mummy is the Earl of Bothwell, but he is personally convinced that it is. The professor's speech has created a great sensation in Scandinavian scientific circles.

THE WAR.

FIERCEST BATTLE OF THE CAMPAIGN.

RUSSIA FORESTALLS GREAT ENEMY OFFENSIVE.

DESPERATE ENGAGEMENTS ON THE SOMME.

FRENCH CAPTURE POSITIONS.

GREAT FIRES IN CANADA.

EXPLOSIONS IN NEW YORK BAY.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

HEAVY BOMBARDMENTS.

LONDON, July 30th.

General Sir Douglas Haig reports:—Last night we heavily bombarded enemy trenches and reserve areas between the Ancre and the Somme.

We exploded an enemy munition depot near Courcellette.

CANADIANS AND MUNSTER FUSILIERS ON THE RAID.

The Canadians raided enemy trenches at two places south of Ypres and the Munster Fusiliers raided the Loos salient. The enemy's casualties were severe in both cases.

The Germans made two raids on the Hohenzollern redoubt. One failed to get beyond our wire and the other entered our front trench, but was immediately driven out.

SUCCESSFUL RAIDS NEAR YPRES AND LOOS.

LONDON, July 30th.

General Sir Douglas Haig, in a *communiqué*, reports successful raids south of Ypres and at the Loos salient. German raids near the Hohenzollern redoubt were unsuccessful.

ANGLO-FRENCH ADVANCE.

VIOLENT FIGHTING AND PROGRESS MADE.

LONDON, July 31st.

General Sir Douglas Haig, in a *communiqué*, states:—Co-operating with the French advance made this morning on a front from east of Delville Wood to the Somme, progress was made east of Waterlot farm, Trone's Wood and Maltzorn farm.

The enemy was in considerable strength and must have suffered heavily in the violent fighting.

We have taken 250 prisoners. The French on our right have also advanced their line.

There was no infantry fighting in the Pozieres area, where the day was spent in consolidating the ground gained last week.

Three hostile aeroplanes were destroyed yesterday, and several others damaged and forced to land.

There was nothing important between the Ancre and the sea.

HEAVY FIGHTING ON SOMME.

PARIS, July 31st.

A *communiqué* states:—There was a series of desperate engagements north of the Somme all day. The French in the morning attacked on a front between Hill 139 and north-east of Hardecourt and the river. They captured a whole system of enemy trenches to a depth varying from 300 to 800 metres.

We held all the conquered ground against fierce enemy counter-attacks in the afternoon.

AEROPLANE ACTIVITY—FOUR GERMAN MACHINES FELL.

Three German aeroplanes were felled on the Somme and a fourth in Argonne.

We bombed railway stations in the Noyon district and a railway station and military establishment at Mulheim.

[THROUGH REUTER'S AGENCY.]

FRENCH CAPTURES.

LATER.

The French attack reached the outskirts of Marcapas village. Continuing, the *communiqué* states:—We captured the wood north of the Hem station, the quarry north of the wood, and the Monaca farm.

FIERCE GERMAN COUNTER-ATTACKS.

The German counter-attacks were especially fierce at Monaca farm, where the fighting was of the most furious nature, but the efforts of the enemy were shattered by our fire. The enemy losses were very heavy.

The French took 200 prisoners.

VERDUN FRONT.

PARIS, July 30th.

A *communiqué* states:—We dispersed an enemy reconnaissance to the south of Lihons and repulsed an enemy attack on a redoubt in a ravine to the south of Fleury.

There has been a continued bombardment at Fleury, Vaux Wood and Fumin Wood.

A German attack west of Thiaumont on the right of the Meuse was repulsed.

ALLIES' SITUATIONS DEFINED.

LONDON, July 31st.

The British are now attacking the enemy's third line, which the Germans have enormously strengthened, utilising the forced labour of thousands of Belgians.

Opinion in Paris, based on the slaughter of the German reinforcements and the weakness of reserves, is confident that the Germans will have to retire to new positions.

It is stated in Rotterdam that there have been no German troop movements on a big scale westwards since the failure of their counter-offensive, but their guns have been greatly increased in number.

Karl Weigand, the pro-German correspondent to the American Press, comments that there are no signs of the Allies wavering in the Somme, where the fighting is like all the famous battles in history rolled into one.

Meanwhile it is pointed out in Petrograd that General Brussiloff's line, 250 miles long and extending from the Pripiet river to the Carpathians, is now 60 miles farther westward than it was seven weeks ago.

It is estimated that General Brussiloff put 750,000 of the enemy out of action, including 400,000 prisoners.

The progress of General Sakharoff has now brought the whole Russian front into line, and General Brussiloff has gained the point of departure for the next great push.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN PROGRESS.

FIERCE FIGHTING.

Rome, July 30th.

A *communiqué* states:—There has been fierce fighting north of Monte Cimone, where the Italians gained ground.

Alpini carried Forcella Wood, in the Tofana region, and began to advance in the Travenanzes Valley.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE CAPTURE OF BRODY. INFANTRY'S IRRESISTIBLE DASH.

Petrograd, July 30th.

Reuter's correspondent at Petrograd says that Brody was captured without artillery preparation solely as a result of the irresistible dash of the infantry, whose attack was so unexpected that the Austrians and Germans were unable to evacuate with the enormous supplies, which were partly destroyed and partly abandoned.

Brody was the junction of General Linsingen's and General Ernolf's armies, and the headquarters of the Austrian General Staff.

The ground from Brody to Lemberg is most hilly and powerfully defended.

The Russian successes west of Lutsk have improved their line very much indeed. From the Vladimir-Volynsk main road to Tarnopol the line is ideal and cannot be threatened, being favourable to the development of the offensive.

The latest break through in the Lutsk region threatens Kovel, not only on the Stokhod side, but also from the south.

There have been great rejoicings in Petrograd over the successes.

THE ADVANCE FROM KOVEL AND BRODY.

Petrograd, July 30th.

The Russians are consolidating their positions on the left bank of the Stokhod and are advancing from Kovel and Brody on the south of the Dniester.

The Turks assumed an unsuccessful offensive to the west of Gushishaken, while the Russians again expelled the Turks from organised positions at Sivas and Kharput.

A dozen German aeroplanes dropped forty bombs on Dvinsk, but Russian aviators drove them off and brought down one of the German machines.

The Russians raided Yolovka station and also brought down a German machine to the east of Baranovitchi.

RUSSIAN SUCCESSES CONTINUE.

Petrograd, July 31st.

A *communiqué* states:—The Russians continue their successes. In the Stokhod region they took 1,000 prisoners on Saturday. They are also advancing south of the Rozischy-Kovel railway.

After breaking the enemy's front they captured 417 Germans.

GERMAN POSITION THREATENED.

LONDON, July 31st.

A German *communiqué* admits their withdrawal from the great salient formed by the bend of the river Stokhod in the direction of Kovel.

The *Times* correspondent at the Russian Headquarters describes the operations leading up to the above result. He says that General Brussiloff, within an hour of beginning his offensive on the 28th July, captured 38 German guns and 4,000 Germans.

The retiring enemy is concentrating about Kovel, where the battle is developing into one of the fiercest in the campaign and threatens the entire German position. The Germans are fighting like demons, preferring being bayoneted to surrender.

The correspondent describes General Kaledin as an extraordinary commander, who first broke the enemy front west of Lutsk. He took 10,000 prisoners and 47 guns in a single day. He advanced 47 miles, surmounting the most formidable obstacles, and, assisted by General Lesh, he crushed the German efforts to recover their lost ground.

As regards General Sakharoff, the correspondent says he forestalled the great offensive prepared by the Germans for the recapture of Lutsk by crushing them at the river Lipsa, which ruined the grandiose plans of the enemy. He captured enormous quantities of stores and shells at every village.

Since General Sakharoff's victory the Germans have abandoned the Austrians.

GENERAL.

[THROUGH REUTER'S AGENCY.]

LORD NEWTON ON THE FRYATT MURDER.

LONDON, July 30th.

Lord Newton, who is in charge of the Prisoners' Department, interviewed by Reuter, said that the master of a merchantman was entitled to do everything possible to protect himself, his crew, and passengers. The Germans themselves admitted that when merchant vessels resisted capture and were finally taken the officers and crew ought to be treated as prisoners-of-war. It must be remembered that when the incident occurred in March 1915, not March 1916, as stated, the Germans were sinking even neutrals without warning, and it would be rash to suppose that Britain under no circumstances would retaliate. The Cabinet were seriously giving attention to the affair. It was impossible to confine oneself to fruitless expostulation. This may only be the prelude to even more savage German warfare, which in itself gives evidence of the desperate situation in which Germany is placed.

AMSTERDAM, July 30th.

According to Reuter's correspondent at Amsterdam, the *Telegraaf* says the sentence on Captain Fryatt was pronounced on Thursday morning and he was executed in the evening on an isolated plot of ground near the harbour. An Alderman of Bruges witnessed the execution.

A Paris correspondent at Paris says the newspapers describe the execution as murder.

A correspondent at New York says the newspapers condemn Captain Fryatt's execution unreservedly. The *Herald* contrasts it with Britain's treatment of submarine and Zeppelin crews. The *Globe* says no pro-German in the United States can now fail to understand why the world fears German success.

DESTRUCTIVE FIRE IN NEW YORK HARBOUR.

AN ISLAND DESTROYED.

NEW YORK, July 30th.

A fire which started in a munitions warehouse on a small island in New York Bay spread to a lighter loaded with shrapnel bullets. The exploded shells set fire to dynamite trucks on the wharves.

The whole country for miles round was shaken and the island is now a mass of wreckage. Seventy-five persons have been admitted to hospital.

ENORMOUS DAMAGE.

NEW YORK, July 31st.

There were few fatalities, but the property damage was of the heaviest description. It is estimated at \$5,000,000, including 40,000 tons of raw sugar, valued at \$3,250,000. Cans loaded with salt pork, ammunition, 13 storage warehouses, and six piers were damaged. The Statue of Liberty was slightly damaged.

The authorities are investigating into the possibility of a German plot.

FOOD VALUE OF TEPARY BEANS.

LONDON, July 30th.

An analysis of tepary beans grown in Burnah, which has been made by the Imperial Institute, indicates that the beans possess a high food value. It is stated that they should be ready for sale in the United Kingdom and some of the Allied countries as a substitute for small haricot beans, and, if introduced during the war, should obtain a good footing in the market.

MECCA PILGRIMAGE ARRANGEMENTS.

CAIRO, July 30th.

The Ministry of the Interior is studying the question of the Mecca pilgrimage, and it is understood that the pilgrims will be asked to deposit caution money of £70, £60 and £50 sterling for first, second and third class respectively. A regular service to Jeddah is being organised, but there are apparently only four steamers available. The fares are very high, and the Government will do its utmost to facilitate matters, but the expenses attendant on the pilgrimage restrict the numbers.

NEW ZEALANDERS IN ACTION.

LONDON, July 30th.

It is officially announced from Egypt that there were several patrol engagements on the 28th inst., in which the New Zealand Mounted Rifles inflicted fifty casualties on the enemy, our losses being very slight.

[THROUGH REUTER'S AGENCY.]

FOREST FIRES IN CANADA. SEVERAL TOWNS DESTROYED.

NORTH BAY (ONTARIO), July 31st.

The towns of Cochran, Matheson, Muska Station, and Timmins have been destroyed by forest fires.

Porquos Junction and Iroquois Falls are burning.

A hundred have been killed and many injured.

THE TRADE OF FORMOSA.

THE GROWTH OF EXPORTS.

The year 1915, reports the U.S. Consul at Taihoku, Mr. H. C. Huggins, was the most prosperous the foreign trade of the island of Taiwan has ever experienced. The total trade amounted to \$24,253,577, an increase of \$8,085,375 in comparison with the preceding year. Of this amount imports increased \$247,768, or less than 1 per cent, and exports increased \$8,417,607, or about 29 per cent, as compared with 1914. The trade of 1915, when compared with that of 1912, the previous record year, shows an increase of \$1,707,378, or approximately 3 per cent. Imports in 1915 amounted to \$356,598,191, as compared with \$31,100,943 in 1912, showing a decrease of \$4,698,747, or about 15 per cent. But in 1912 exports were only \$31,270,256, while in 1915 they reached a total of \$37,660,381, an increase of \$6,390,125, or approximately 20 per cent.

RETRENCHMENT IN GOVERNMENT EXPENDITURES.

Since 1912 there has been a general decrease in imports, due in large part to the need of retrenchment in Government expenditures on public works and experimental enterprises, which in ordinary circumstances require considerable quantities of imported materials. Most of the Japanese population of Taiwan depend upon Government activities for their livelihood, either through Government contracts, through employment on Government works, or through the sale of goods used in the public works. Those people, as a consequence of the abandonment and curtailment of projected Government enterprises, have lost considerable portions of their incomes, and their purchasing power for imported articles has correspondingly declined. Until, therefore, there is a boom in Government works no marked increase can be expected in imports.

TRADE WITH JAPAN THE PRINCIPAL FACTOR.

The island's trade with Japan is by far the most important item. Imports from Japan are steadily increasing, and the exports are more valuable every year. In consequence of the frequent service between Taiwan and Japan, imports to Taiwan from foreign countries are now made, in large part, through Japanese ports. It is even cheaper to transport goods from Europe and from New York via Suez in Japanese ports than in Hongkong. As a result shipments from and to foreign countries are not predicted in the Customs return to foreign countries. The imported goods pay duty also in Japanese ports, and the Customs revenues of Taiwan ports suffer a considerable loss thereby. The Government of Taiwan has recently made an arrangement with the Imperial Japanese Government that secures the privilege of retaining the revenues from Customs entries in exchange for the receipts from the sugar consumption tax. The Customs revenues, however, do not amount to more than \$1,000,000 a year, while the sugar consumption tax is about \$2,500,000 a year.

GERMAN, JAPANESE, AND AUSTRALIAN TRADE. The foreign trade of Taiwan, like the foreign trade of Japan, particularly the export trade, is carried on principally with Asiatic countries. The trade with Europe is very limited, and consists of exports of camphor and tea, and imports of machinery, woollen and cotton goods, some paper manufactures, sheet glass, and foodstuffs.

Despite the war and the isolation of Germany from the trade routes of the world, the statistics of trade of Taiwan in 1915 show that imports from Germany have not, as yet, entirely ceased. Imports in 1915 amounted to \$32,692. There were no exports. German merchants have been particularly strong in the Taiwan market for light railway equipment, sugar-making machinery, and woollen cloth. The supplies of railway equipment and sugar-making machinery have now ceased. The demand, too, has greatly decreased owing to the financial retrenchment of the Government and of the sugar companies, and in this hot climate woollen cloth is not particularly in demand under any conditions.

In 1915 the trade with Great Britain showed a decrease in imports of \$281,996 and an increase in exports of \$114,382, as compared with those of 1914. Great Britain exports to Taiwan machinery, tea, lead, and cotton cloth. Exports to Great Britain are camphor and tea.

The exports to Australia in 1914 were \$23,253, consisting entirely of Oolong tea; in 1915 exports of the same commodity reached \$30,324. Imports from Australia amounted to \$12,328 in 1914, but to only \$5,504 in 1915. Lead is the chief import from that country, and war demands caused a decline in the amount that could be spared for the needs of Taiwan. The imports from Canada are insignificant.

HINDRANCES TO INDUSTRIAL DEVELOPMENT.

It is not probable that Taiwan will ever be a manufacturing country of consequence. There are too many obstacles to be overcome in developing specialised industries. The population is scanty and poor, and its needs for manufactured goods are few. There is no supply of water-power sufficient to provide for a large number of manufacturing establishments. Capital is expensive, and is all imported; the native population, having little money to invest, know nothing of investment. Only the most simple of skilled operations can be carried on in Taiwan with native labour; but little Japanese labour is to be had at any price.

RANDOM REFLECTIONS.

Apparently the second anniversary of the war, like Empire Day, is to be allowed to pass practically without public recognition in Hongkong. At first there was some talk of a torchlight procession by the Special Police Reserve, but this has had to be abandoned owing to the impossibility of securing torches. In its place the Police Reserve will hold a short route march, bearing along the flags of the Allies. This, it is true, is something, but the demonstration would have been far more impressive if a combined parade of all arms had been ordered, for the public are in the habit of seeing the Police Reserve march out and may be pardoned if they fall into the error of supposing them to be the only force of any size in the Colony. Of course, the idea of holding a public meeting to record our "inflexible determination" to continue to a victorious end the struggle in which the Allies are engaged would never commend itself to our staid and unimaginative community, though the Prime Minister and the Secretary of State for the Colonies have requested the Chairman of the Central Committee for National Patriotic Organisations to arrange for such meetings throughout the Empire. If asked what good purposes these meetings serve I should answer that, apart from showing the world in general and our enemies in particular that we are not weakening in our resolve, they keep interest in the war from flagging and prevent a community from falling into the comatose condition of Hongkong.

There is, no doubt, quite as much patriotism latent in this Colony as in any other British community of similar size. All it needs is a vigorous lead to assert itself; if that were given we should not always find ourselves playing second fiddle to our neighbours. Thanks to the initiative of the Overseas Club a prize essay competition on the subject of the war is to be held in the British schools of the Colony, I understand. This is excellent so far as it goes, but it does not go far enough. A much more useful purpose would have been served if the competition had been thrown open to all the schools of the Colony; for it would have tended to arouse interest amongst the rising generation of the Chinese, whose views on the origin of the struggle and the issues at stake leave much to be desired, I am told. We cannot expect alien races under our rule to remain loyal if we never take the trouble to point out to them the principles of freedom and justice upon which British rule rests. They will accept the benefits as a matter of course without realising that they have any cause for thankfulness when their own limited experience does not furnish them with any means of comparison.

Many bathers are asking if it is not possible for the Government to relax the Port regulations sufficiently to allow of the resumption of moonlight bathing, which was so popular before the war. It is urged that if the passes which have to be obtained before a launch can go outside the harbour limits in the daytime serve any useful purpose they should be a sufficient guarantee that the occupants of the launch are harmless folk returning from a dip when the sun has sunk below the horizon—and the zephyrs of evening are whispering over the waters. On the face of it the suggestion seems not unreasonable in view of the fact that the examination launches, aided by powerful searchlights, are on duty day and night, but, of course, if any relaxation of the present restrictions were made it would have to be general and the risk is hardly worth while. Even the Macao boats have to anchor outside for the night if they cannot get in to time, though they are well known and every passenger on board is furnished with a police permit. We escape all the horrors and hardships of war, and must account ourselves fortunate that we suffer only some of its minor inconveniences.

Those who boast of the fact that they "dodged" the tobacco taxes by laying in large supplies before the Bill became law would be well-advised to keep silent. A few days ago a certain resident who regards himself as the personification of patriotism was proudly displaying a large collection of cigars, cigarettes and tobacco which he had purchased in anticipation of the taxes being introduced and was congratulating himself upon the fact that the supply would last until the war was over, when someone pointed out to him that there was not much cause for pride—but rather the reverse—in evading his due share of the financial burdens imposed upon the community by the war. After this glow of satisfaction died away and the atmosphere became Arctic.

I notice, by the way, that the scale of duties on cigars, cigarettes and tobacco has been revised, thus establishing the contention that proper consideration was not given to the Ordinance before it was rushed through the Legislative Council. While one welcomes the changes which make the tax more just in its incidence, one is amused that it should be thought necessary to go through the solemn farce of submitting a Bill to the Legislative Council for approval when its passage is assured in advance, whatever its defects may be, and its provisions can be varied at pleasure afterwards.

ROBERTSON RANDOM.

SHIPPING

ARRIVALS.

ARRIVALS.

ABHANA, British str., 2,297, S. B. Betts, 30th July—Chingwan-tao 22nd July, Coal—Dodwell & Co.

DOYO MARU, Japanese str., 1,983, Morie, 30th July—Mori 23rd July, Coal—Osaka Shosen Kaisha.

EIDER, Norwegian str., 675, E. Fingelsen, 31st July—Bangkok 24th July, Rice—Thorsen & Co.

MONSIEUR, British str., 2,225, T. Mason, 31st July—Singapore 20th July, General—Order.

TAKSANG, British str., 977, H. A. Matthews, 31st July—Haiphong 28th July, General—Jardine, Matheson & Co.

KAMAKURA MARU, Japanese str., 2,844, N. Kawashima, 30th July—Shanghai 24th July, General—Nippon Yusen Kaisha.

SHANGHAI, Chinese str., 240, MacLaren, 30th July—Kobe 24th July, General—Order.

SINKIANG, British str., 1,616, W. Benson, 30th July—Shanghai 27th July, General—Butterfield & Swire.

THURGOOD MARU, Japanese str., 2,011, Harawaki, 30th July—Mojji 24th July, Coal—Mitsui Bussan Kaisha.

DEPARTURES.

DEPARTURES.

IN THE HARBOUR MASTER'S OFFICE, July 31st.

ANTILOPES, British str., for Singapore.

CHOCORU MARU, Jap. str., for Manila.

HALVARD, Norwegian str., for Swatow.

DEPARTURES.

July 31st.

CHICAGO MARU, Jap. str., for Canton.

COLOMBO MARU, Jap. str., for Singapore.

LYO MARU, Jap. str., for Shanghai.

ECRYMARU, British str., for Singapore.

KWILING, British str., for Canton.

MARANG, British str., for Shanghai.

SANITARY, British str., for Shanghai.

SHANGHAI, Chinese str., for Canton.

SINKIANG, British str., for Canton.

SOSITE MARU, Jap. str., for Canton.

PASSENGERS.

PASSENGERS.

ARRIVED.

Per *Sinkiang*, from Shanghai, for Hongkong, Mr. Larsen and Mrs. Hickox.

Per *Kamakura Maru*, from Shanghai, etc., for Hongkong, Rev. T. Girdilla, Miss M. W. Stacey, Mrs. W. G. Worcester, Miss A. F. Worcester, Mrs. J. Campbell, Mr. J. T. Key, Capt. and Mrs. S. S. Sandberg, Miss K. Sandberg, Miss E. F. Sandberg, Miss M. G. Sandberg, Mrs. M. Crane, and Master R. Crane.

Per *Miyazaki Maru*, from London, etc., for Hongkong, Mr. T. Shiraki, Mr. Y. Kawamura, Mr. and Mrs. H. J. Moysey and 3 children, Mr. E. G. Rillier, Mrs. E. M. Smith and infant, Mrs. M. C. Butcher, Miss E. I. Silree, and Mrs. A. Edwards and 2 children.

DEPARTED.

Per *Ito Maru*, for Japan, etc., Mr. and Mrs. Usaki, Mrs. Dodman, Mr. F. Kondo, Mrs. A. Jaques, Mrs. M. C. Owen and child, Miss M. Cooper, Mrs. J. E. Watson, Mr. and Mrs. Bennett, Mrs. B. Luxton, Mrs. Harada and 2 children, Mr. and Mrs. H. K. Messenger, Mr. C. Clarkson, Mr. S. Suzuki, Mr. T. Yoshizawa, Mrs. G. Y. Mark and child, Mrs. W. Taylor, Mrs. R. Hall, Mr. W. Brown, Mr. R. Dootson, Mrs. J. R. Suiter and child, Miss R. Bonnas, Mr. Y. Yanagi, Mr. O. Hirao, Mr. G. Kusaka, Mr. F. Kusiro, Mrs. C. M. Marques and 3 children, Miss K. Yoda, Mrs. S. Hama, Mrs. T. Haraguchi, Mrs. K. Nakamura, Mrs. F. Yoshida, Mr. J. E. Hulet, Mr. I. M. Sachs, Mr. O. W. Cutler, Mr. K. Terajima, Mrs. L. Marques Silva and 3 children, Messrs. K. Watanabe, K. Saito, K. Kawahuchi, K. Toriguchi, K. Haraguchi, J. Ito, and S. Tamano.

VESSELS EXPECTED.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The str. *Nore* left Singapore for this port on the 29th July, afternoon, with the outward English mails, and is due here on the 4th August, at about daylight.

MERCHANT STEAMERS.

The str. *Chongka* is expected here from London on or about 2nd August.

The str. *Howick Hall* is expected here from New York on or about 2nd August.

The str. *Kafue* is expected here from New York on or about 3rd August.

The str. *Bendarn* from Middlesbro' and London left Singapore for this port on the 28th July, and may be expected to arrive here on or about the 4th August.

The E. and A. str. *St. Albans* left Sydney for this port on the 15th July (via Queensland ports and Manila), and may be expected to arrive here on or about the 6th August.

LATEST STEAMER MOVEMENTS.

LATEST STEAMER MOVEMENTS.

The str. *Empress of Japan* arrived at Nagasaki on Monday, the 31st July, at 8 a.m., left Nagasaki same day, at 4.30 p.m.

The str. *Empress of Asia* arrived at Manila on Monday, the 31st July, a.m., leaves Manila to-day, p.m., and is due to arrive here on Thursday, the 3rd instant.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at THEIR RISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 4th Aug. will be subject to rent.

All broken, chafed and damaged packages are to be left to the Godown, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 29th July, 1916. [6]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	SUWA MARU	Jap. str.	—	T. Sekine	NIIPPON YUSEN KAISHA	On 3rd inst., at Noon.
LONDON & HONGKONG VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	—	H.R. Hetherington R.N.R.	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON VIA USUAL PORTS OF CALL.	NOVARA	Brit. str.	—	H.R. Hetherington R.N.R.	P. & O. S. N. Co.	About 15th inst.
LONDON	CITY OF NORWICH	Brit. str.	—	—	THE BANK LINE, LIMITED	On 12th Sept.
GENOA & LONDON	GLIMTIDE	Brit. str.	—	—	SHAW, TOMES & CO.	About End of inst.
MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LIMITED	On 12th inst.
MARSHALLS VIA PORTS	POLYTESION	Brit. str.	—	—	MESSAGERIES MARITIMES	On 12th inst.
VICTORIA, B.C., & SERRAVALLE VIA KIELUNG, &c.	KAMAKURA MARU	Jap. str.	—	T. Kusano	NIIPPON YUSEN KAISHA	On 3rd inst., at 4 p.m.
VICTORIA & TACOMA VIA MANILA &c.	CANADA MARU	Jap. str.	—	T. Suruga	NIIPPON YUSEN KAISHA	On 12th inst., at 3 p.m.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—	—	NIIPPON YUSEN KAISHA	On 12th Sept., at Noon.
NEW YORK VIA SINGAPORE, DUBAI, CAPS TOWN & SANTIAGO	WAKASA MARU	Jap. str.	—	—	NIIPPON YUSEN KAISHA	Middle of inst.
ROSTOM & NEW YORK VIA PANAMA CANAL	WAKASA MARU	Jap. str.	—	—	NIIPPON YUSEN KAISHA	On 12th inst.
NEW YORK	BOLTON CASTLE	Am. str.	—	—	DOUGALL & CO., LTD.	About 26th inst.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	THICKENING	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	On 11th inst.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	SINYO MARU	Jap. str.	—	—	TOYO KAISEN	On 14th inst., at Noon.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	CHINA	Am. str.	—	T. H. Robinson	CHINA MAIL S.S. CO., LTD.	On 3rd Sept.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPERESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. L.	On 9th inst.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPERESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. L.	On 30th inst.
VANCOUVER VIA SHANGHAI, JAPAN &c.	EMPERESS OF ASIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. L.	On 6th Sept.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str.	—	W. Dixon Hopcraft	NIIPPON YUSEN KAISHA	On 29th Sept.
AUSTRALIAN PORTS	THILWONG	Brit. str.	—	—	—	On 15th inst., 11 a.m.
JAPAN	THILWONG	Brit. str.	—	—	—	On 3rd inst., at 11 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 6th inst.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	To-morrow.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 12th inst., at 10 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	To-day, at 4 p.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	To-day, at 8 p.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 4th inst., at 5 p.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 7th inst., at 10 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 8th inst., at 11 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 11th inst.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	About 14th inst.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	To-day, at 10 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	To-day, at 2 p.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	To-morrow, at 10 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 4th inst., at 2 p.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 8th inst., at 2 p.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 6th inst., at 10 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	To-morrow, at 9 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	To-day, at 4 p.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 4th inst., at Noon.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 5th inst., at 3 p.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 12th inst., at 3 p.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 18th inst., at 7 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 25th inst.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 4th inst.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	To-day, at 10 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 6th inst., at 9 a.m.
Kobe & Yokohama	THILWONG	Brit. str.	—	—	—	On 4th inst., at 7 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"KUMSANG"	Friday, 4th Aug. 7 a.m.
MANILA	"YUENANG"	Saturday, 5th Aug. 3 p.m.
SHANGHAI, KOBE & MOJI	"LAISANG"	Tuesday, 8th Aug. 8 p.m.
MANILA	"LOONGSANG"	Saturday, 12th Aug. 3 p.m.

RETURN TOURS TO JAPAN.

The steamers "KUMSANG," "YUENANG," "LAISANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YUENANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Shoemen have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chafoo Tientsin, Deloy, Waihai.

Taking cargo on Through Bills of Lading to Kaitum, Lahad Dato, Limpon, Tawo, Usukan, Jesselton and Labuan.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

Telephone No. 215.

For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.

Hongkong, 1st August, 1916. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215. AGENTS.

Hongkong, 16th April, 1915. [24]



R.M.S.P.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

FOR STEAMERS DATE OF DEPARTURE.

TRANS-PACIFIC SERVICE.

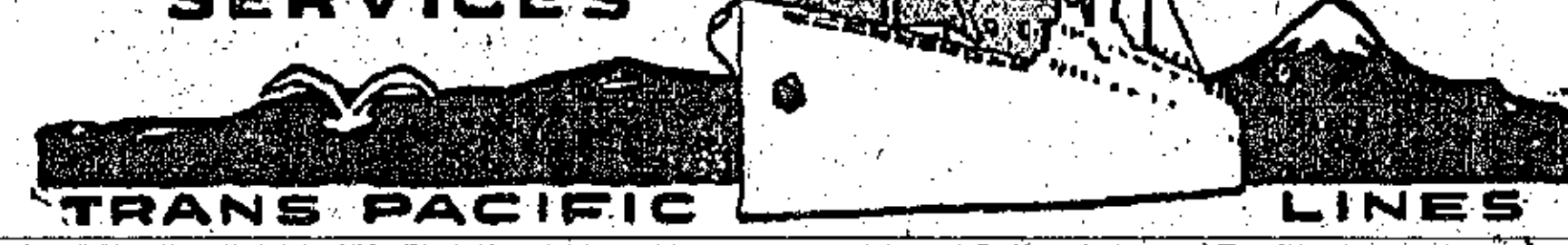
Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215. Agents. Hongkong, 15th April, 1915. [23]

CANADIAN PACIFIC OCEAN SERVICES LIMITED



QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver in connection with the Canadian Pacific Railway

Hongkong to Vancouver 17 days. Hongkong to Montreal 22 days. Hongkong to Chicago 21 days. Hongkong to New York 22 days.

"EMPERESS OF RUSSIA" and "EMPERESS OF ASIA"

10,850 tons gross register, quadruple screws, speed 21 knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONGKONG (subject to change) SAILINGS FROM HONGKONG.

"EMPERESS OF ASIA" 9 Aug. "EMPERESS OF ASIA" 4 Oct.

"MONTEAGLE" 30 Aug. "EMPERESS OF RUSSIA" 1 Nov.

"EMPERESS OF RUSSIA" 6 Sept. "MONTEAGLE" 7 Nov.

"EMPERESS OF JAPAN" 23 Sept. "EMPERESS OF JAPAN" 15 Nov.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

"Monteagle" calls Moji instead Nagasaki.

For further information, sailings, etc., please apply to—

P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

J. H. WALLACE, General Agent, Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	NORE	5 p.m.	Direct Service.
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	NOVARA	Noon.	Connecting Colombo with Mail ss. "Ka sar-I-Hind."
SHANGHAI, MOJI, KOBE & MALTA	NOVARA	11th Aug.	Direct Service.
YOKOHAMA	SOMALI	About 15th Aug.	Direct Service.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	SOMALI	About 15th Aug.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half, available to Europe for two years or Intermediate Ports for six months; Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 1st August, 1916. [1]

VESSELS ON THE BERTH

CANADIAN PACIFIC OCEAN SERVICES. LIMITED (PACIFIC SERVICE).

THE Steamship

"EMPERESS OF ASIA" will be despatched from Hongkong at Noon on

WEDNESDAY,

9TH AUGUST.

For VANCOUVER via Usual Ports of Call.

Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.

Hongkong, 29th July, 1916. [54]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYP, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NOVARA,"

Captain H. R. Hetherington, R.N.R., carrying

His Majesty's Mail, will be despatched from

this port on or about FRIDAY, the

11th Aug. 1916, taking Passengers and Cargo

for the above Ports, in connection with the

Co's s.s. "KAISAR-I-HIND," from Colombo,

passengers' accommodation in which vessel is

secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for

Italy, France and London (under arrangement)

will be transhipped at Colombo into the Mail

Steamer proceeding direct to Marseilles and

London. Other Cargo for London, etc., will be

conveyed via Bombay per s.s. "CALEDONIA,"

due in London about the 28th Sept. 1916.

Parcels will be received at the Office until 4

p.m. the day before sailing. The contents and

value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, 29th July, 1916. [1]

AMERICAN AND MANCHURIAN LINE

FOR BOSTON AND NEW YORK VIA PANAMA CANAL.

THE Steamship

"CITY OF NAPLES"

Captain Fine, will be despatched for the above

ports on the 12th August, 1916.

For freight and further particulars apply to

THE BANK LINE, LTD.,

General Agents.

Hongkong, 19th July, 1916. [22]

HONGKONG—NEW YORK.

For NEW YORK.

s.s. "BOITON CASTLE"

On or about 26th Aug.

It is intended that the above vessel will

proceed via Panama Canal.

For Freight and further information, apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 29th July, 1916. [1]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA AND

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING

FROM HONGKONG Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "SALAMIS" ... 15th August.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamers Sails.
LONDON ... "CITY OF NORWICH" ... On 12th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information, apply to

THE BANK LINE, LTD.,
GENERAL AGENTS
Hongkong 22nd July, 1916.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

HONGKONG ... "KALGAN" ... On 1st Aug. 10 A.M.
SWATOW and BANGKOK ... "CHANGHONG" ... On 1st Aug. 10 A.M.
MANILA, CEBU and ILOILO ... "CHEN" ... On 1st Aug. 4 P.M.
SHANGHAI ... "CHEN" ... On 1st Aug. 4 P.M.
SWATOW and SINGAPORE ... "CHUSAN" ... On 2nd Aug. 10 A.M.
SHANGHAI ... "SINKIANG" ... On 3rd Aug. 4 P.M.
HAIPHONG ... "SUNGKIANG" ... On 6th Aug. 4 P.M.

DIRECT SAILINGS TOWARD RIVER TWICE WEEKLY.

SS. "LINTAN" and SS. "SANTU"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft, on "TAMING" and "TEAN."
SS. "SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "ANNU," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whooing.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 31st July, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying at 9 to 10 Days.

STEAMSHIP CAPTAIN LEAVING
"HAICHING" ... Capt. W. C. Passmore ... TUESDAY, 1st Aug., at 2 P.M.
"HAITAN" ... Capt. J. S. Thomson ... FRIDAY, 4th Aug., at 2 P.M.
"HAIPHONG" ... Capt. J. W. Evans ... TUESDAY, 8th Aug., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th July, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 24th July, 1916.

AGENTS

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P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon Frid y	Connecting Mail Str. from Colombo	Due at MARSEILLES 1916	Due at LONDON 1916
NOVARA	Aug. 11	*KAISAR-I-HIND	Sept. 11	Sept. 18
NORE	Aug. 25	*MODTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	*KASHGAR	Oct. 8	Oct. 15
NAMUR	Sept. 22	Through Steamer	Oct. 22	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 6	Nov. 18
NOVARA	Oct. 20	MORRA	Nov. 20	Nov. 26
NORE	Nov. 3	Through Steamer	Dec. 3	Dec. 15
NYANZA	Nov. 17	*MONGOLIA	Dec. 17	Dec. 24

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

SS.	Leave Hongkong About
NORE	FRIDAY, 4th August.
MALTA	MONDAY, 14th August.
NAMUR	SUNDAY, 27th August.
SARDINIA	SATURDAY, 9th September.

† Shanghai only.
Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave Hongkong about	Leave S'pore about	Due at MARSEILLES if calling about	Due at LONDON about
SOMALI	Aug. 15	Aug. 21	Sept. 20	Sept. 28

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
S. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Ports and Displacement	Sailing Dates
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	*SUWA MARU Capt. T. Sakino	21,000	THURSDAY, 3rd Aug. at Noon.
	*ATSUTA MARU Capt. Sato	18,000	THURSDAY, 10th Aug. at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	*KAMAKURA MARU Capt. T. Kusano	12,400	TUESDAY, 8th Aug. at 4 P.M.
	*YOKOHAMA MARU Capt. Shinobe	12,500	WED'DAY, 30th Aug. at 4 P.M.
SYDNEY and MELBOURNE via MANILA, RAMBOANGA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	*AKI MARU Capt. K. Yoshikawa	12,500	TUESDAY, 15th Aug. at 11 A.M.
	*TANGO MARU Capt. S. Takano	13,500	TUESDAY, 12th Sept. at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	*JINSEN MARU Capt. T. Shiohara	8,000	FRIDAY, 4th Aug.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	*RANGOON MARU Capt. Hori	8,000	WED'DAY, 23rd Aug.
KOBE and YOKOHAMA	*TENSIN MARU Capt. Kawai	8,000	WED'DAY, 2nd Aug.
SHANGHAI and KOBE	*YETOROFU MARU Capt. Ogura	8,000	FRIDAY, 11th Aug.
NAGASAKI, KOBE and YOKOHAMA	*TANGO MARU Capt. Takano	13,500	SATURDAY, 12th Aug. at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	*MIYAZAKI MARU Capt. Teranaka	16,000	MONDAY, 7th Aug. at 10 A.M.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SINGAPORE, DURBAN, CAPE TOWN and SANTOS	*WAKASA MARU Capt. Itano	12,500	Sails from Kobe Middle August
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† Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 92 and 293

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
*NIPPON MARU	11,000—15 knots	THURS., 3rd Aug. 10.30 A.M.
*SHINYO MARU	22,000—21 knots	WED., 16th Aug. Noon.
*ANYO MARU	18,500—15 knots	TUES., 12th Sept. Noon.
*PERSIA MARU	9,000—14 knots	THURS., 21st Sept. 10.30 A.M.
*TENYO MARU	22,000—21 knots	WED., 4th Oct., Noon.

† Via MANILA. Omitting Shanghai

* Cargo only.

† Proceeding to South American Ports.

‡ Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails
ANYO MARU 19,500—15 knots TUESDAY, 12th Sept.
For Full Particulars as to Passage and Freight, apply to—
K. DOI, AGENT,
King's Building. (213)
TELEPHONE 291.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... On 1st Aug. at 6 P.M.

YOKOHAMA ... On 1st Aug. at 6 P.M.
MARSEILLES via HAIPHONG, TOURANE and SAIGON (Without Transshipment) ... On or about 7th Aug.

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740

O. S. K.
OSAKA SHOSHEN KAISHA.
REGULAR SERVICES, PROPOSED SAILINGS FROM
HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

Via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.

* "CANADA MARU" ... FRIDAY, 18th Aug., at 3 P.M.

† Omitting Shanghai and Nagasaki.

* Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETENHAM, AND COLOMBO.

"SHINKU MARU" ... WED'DAY, 1st Aug., at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA AND SINGAPORE.

"YERIMO MARU" ... Y. Fushio, ... FRIDAY, 4th Aug., at Noon.

FORMOSA LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

* "BOSHU MARU" ... WEDNESDAY, 2nd Aug., at 9 A.M.
* "KAJO MARU" ... SUNDAY, 6th Aug., at Noon.

† Proceeding to Anping and Takao.
† Proceeding to Keelung via Swatow and Amoy.
These Formosa Lines will arrive at and depart from the Soon Yip Wharf, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION (WITHOUT NOTICE).

STEAMER	Arrive Hongkong from AUSTRALIA	Leave Hongkong for AUSTRALIA
ST. ALFANS	5th Aug.	On 27th Aug. 11 A.M.
EASTERN	13th Sept.	On 4th Oct. 11 A.M.

All steamers fitted with wireless telegraph.
The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried.
For further particulars, apply to—

GIBB, LIVINGSTON & CO.,
AGENTS

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